

MEMORANDUM FOR: Legislative Counsel  
FROM: James H. McDonald  
Director of Logistics  
SUBJECT: Federal Parking Act  
REFERENCE: Proposed Bill S-1972 "Federal Parking Act"

STAT 1. This Agency presently has over  parking spaces under its control at  different locations in the Washington metropolitan area. These spaces are being utilized for employee, visitor, official, and contractor personnel parking. STAT

2. As we read the proposed bill, all personnel driving other than official U.S. Government vehicles would be required to pay a parking fee for parking a personally or privately owned vehicle on U.S. Government-owned or controlled property. This action may produce the results that Mr. Percy envisions, i.e., "encourage the use of mass transportation and carpooling by federal employees, etc.," but would place a horrendous administrative burden on the General Services Administration (GSA) and/or the controlling Agency. Some of the problems we envisage are:

a. The establishment of a staff to collect funds and issue monthly parking permits. This staff would also be required to man or operate

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a visitors parking area wherein parking by the hour would be provided. Pricing of the parking space relatively speaking could cause additional problems, i.e., spaces closer to the building could cause more or less demand based on pricing. If all spaces were priced equally then everybody paying for parking would desire to be as close as possible to their work stations. A first come system would ~~cause~~ <sup>produce</sup> a free-for-all and cause a morale degeneration and tempers to fly. Personnel utilizing their vehicles during the day for whatever reason would find their spaces occupied on their return thereby causing he or she to scour the lots for a parking space.

c. The policing and complaint system would also put additional burden on the Federal Protective Service.

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d. The final result is that this measure, if enacted, would add to the cost of living to a large segment of the population, contributing to inflation, and ~~population~~, thereby causing cost of living increases. While some upper grade employees may be able to afford this additional burden, the lower level and younger employees would be hit the hardest.

e. The irregular working hours plus the dedication of some Agency employees cause the greatest problems when it comes to carpooling. Personnel by being forced to carpool would lose incentive.

STAT 3. The Agency under present GSA parking guidelines utilizes approximately [ ] parking spaces for carpooling purposes. Carpooling is encouraged by providing choice parking locations. Reserve parking by regulation is restricted to 10 percent of the total parking spaces available. STAT Approximately [ ] parking spaces are presently being utilized for official and/or visitor parking. We estimate that 50 percent of these spaces would still have to be retained for use by official U.S. Government and contractor vehicles in support of the Agency operation.

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4. The effects of such an act upon morale can only be measured at the present time by the sounds of a small segment of the Agency's population who now pay for parking in commercial space in or near some of the Agency-occupied/GSA leased buildings. From the relative squeak of their voices the howl from the majority of Agency employees affected by this act would be thunderous.

James H. McDonald